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Memorandum

TO: Air Quality Conformity Task Force

DATE: August 13, 2013

FR: Adam Crenshaw

W. I.

RE: Interagency Consultation for Non-Exempt, Not Regionally Significant Projects in Proposed TIP Amendment 13-03

The purpose of this memo is to seek the Air Quality Conformity Task Force's concurrence that 14 projects that staff is currently proposing to add to the 2013 TIP in September as part of TIP Amendment 2013-03 will not significantly impact regional transportation air quality and that their addition to the 2013 TIP will not trigger a revision to the Transportation Air Quality Conformity Analysis on the 2013 TIP. These projects fall into five categories: 1) Road Extensions; 2) Rideshare Expansions; 3) Transit Center Short Term Parking Lot Construction; 4) Road Diets with ADT above 20,000; and 5) Road Diets with ADT below 20,000.

MTC staff requests the Conformity Task Force's concurrence that the 14 projects below be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects would not affect the regional transportation model used in analyzing regional air quality conformity. Each category below includes a brief discussion regarding the conformity issues pertaining to the project and an explanation of staff's recommendation. MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes at this time.

Proposed 2013 Transportation Improvement Program (TIP) Amendment

The 2013 TIP is financially constrained and covers the six fiscal years FY 2012-13 through FY 2017-2018. MTC adopted the 2013 TIP on July 18, 2013 (Resolution No. 4075). In addition, MTC made a conformity determination that finds the 2013 TIP and *Plan Bay Area* conform to applicable federal air quality standards and implementation plans (Resolution No. 4076). Both the 2013 TIP and conformity determination were approved by FTA/FHWA on August 12, 2013.

The projects outlined below are not included in the 2013 TIP as adopted. MTC staff is proposing an amendment to the 2013 TIP (TIP Revision 2013-03) to add these projects with funding for capital phases within the six years of the TIP. Amendment 2013-03 is scheduled to be considered by the Commission at their September 25, 2013 meeting.

Road Extensions

Project Description

1. FMS ID: 5845

Project Title: Fremont City Center Multi-Modal Improvements

Sponsor: City of Fremont

Description: Fremont: Capital Ave from State St to Fremont Blvd: Construct roadway extension; Various locations around Fremont City Center and Fremont BART Station: Implement multi-modal improvements to enhance bike/ped connections

Expanded Description: The Fremont City Center multi-modal improvements proposed scope includes the following two components: 1) Extend Capitol Avenue from State Street to Fremont Boulevard; and 2) Improve and enhance bicycle and pedestrian connections between the Fremont BART station and nearby downtown employment and retail centers and housing. The extension of Capitol Avenue will support a "complete streets" concept that includes one travel and bike lane and diagonal parking each direction, wider sidewalks with landscaping, bulb-outs at intersections and a landscaped median. To complete the extension, the City is in the process of acquiring a site located at the terminus of Capitol Avenue. This process is necessary but separate from grant funded phase of this project and is anticipated to be complete in Jan.-Feb 2014. The improved bicycle/pedestrian connections between the Fremont BART station and Downtown include: new way-finding signs, replacement of damaged and lifted sidewalks and trees with new trees in tree grates and planter areas within wider sidewalks. Other improvements include ADA curb ramps, pedestrian countdown signals, striping new crosswalks, new bicycle lanes, bike detection at Civic Center/BART Way intersection, and bicycle parking. The City will implement these improvements in two phases in order to work immediately on portions of the right-of-way owned by the City with work on remaining right-of-way anticipated to begin a couple months thereafter.

Conformity Issue

The project above includes a road extension and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, Capitol Ave is not included in the regional travel model network and this project would not be modeled for regional conformity purposes.

Rideshare Expansion

Project Descriptions

1. TIP ID: CC-130035

Project Title: Interstate 80 Corridor Real Time Rideshare

Sponsor: CCTA

Description: I-80 Corridor from Solano County to San Francisco: Encourage carpooling using a Real Time Rideshare smartphone application for commuters along the I-80 corridor, includes marketing and outreach

Expanded Description: The project is to encourage carpooling along the I-80 corridor between Solano County (Fairfield and Vallejo) to San Francisco. The project will incentivise people to use a real time ridehare smartphone application to find and share costs of carpooling. The project will use a "off the shelf" application so only minor modifications will be made to the application to improve its overall utility based on consumer input. The project will be marketed to commuters who begin their commute in southern Solano County and northern Contra Costa County as well as large employers along the I-80 Corridor in Contra Costa County.

Conformity Issue

The project above is an expansion of a ridesharing marketing and coordination program beyond the initial pilot program and can't be treated as exempt from regional-level conformity under 40

CFR 93.126 – Continuation of ride-sharing and van-pooling promotion activities at current levels. However, the Sponsor only anticipates an increase of 30 to 40 shared trips per week due to this program. Due to the low number of shared trips expected, this project would not be modeled for regional conformity purposes.

Transit Center Short Term Parking Lot Construction

Project Description

1. FMS ID: 5850

Project Title: Pittsburg Multimodal Transit Station Access Imps.

Sponsor: Pittsburg

Description: In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot and improve multi-modal access to eBART station.

Expanded Description: In Pittsburg: Enhance access to eBART station in State Route 4 median at Railroad Avenue by constructing an adjacent Kiss-n-Ride Lot (approximately 20 short term parking stalls) with multimodal access improvements, including short and long-term bicycle storage, bus shelters, and benches. Class 1 trails leading to the station will be constructed and improved. Wayfinding signage and public art will also be included. And a right-turn lane on the California Avenue approach will be constructed.

Conformity Issue

The project above includes the construction of a new parking lot and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the planned parking lot consists of only 20 short-term parking stalls and this project would not be modeled for conformity at the regional level. The parking lot is associated with BART's "eBART" Railroad Ave project (CC-130002), which is currently included as a stand-alone, Non-Exempt project in the 2013 TIP.

Road Diets with ADT above 20,000

Project Descriptions

1. TIP ID: ALA130024

Project Title: Lakeside Complete Streets and Road Diet

Sponsor: CCTA

Description: Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenues, and on Grand between Harrison and Bellevue: implement road diet and install bike and pedestrian facilities

Expanded Description: In Oakland, the Lakeside Green Street project is a complete street project that will install bike and pedestrian facilities along Harrison Street and Lakeside Drive between 19th Street and Grand Avenues, and on Grand between Harrison and Bellevue. The project will calm traffic through vehicular lane reduction and provide a total of .92 miles of new Class II bike lanes along Harrison St. and Lakeside Drive between 19th St. and Grand Avenue as well as adding 13 new bike racks. Curb cuts and rain gardens will also be installed along Harrison Street and Lakeside Drive to treat storm water and to create an additional buffer between the roads and the highly used recreational lakeside trail. The project will install 1.28 miles of new and improved pedestrian pathways, sidewalks and trails throughout the project area. Pedestrian crossings will be made more direct and shorter and 38 new ADA ramps will be installed along with audible traffic signals for 3 intersections.

Four new crosswalks will be installed along Grand Avenue between Harrison and Bellevue Ave. The project includes the resurfacing of deteriorated key roadway segments.

Conformity Issue

The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The Harrison St segment has an ADT of approximately 23,000 vehicles. However, this segment is only 506 feet, which is below the ¼ mile threshold regularly used for modeling. The Lakeside Dr and Grand Ave segments have traffic volumes under 20,000 ADT. None of these lane reductions are regionally significant and, therefore, would not be modeled for conformity at the regional level.

2. FMS ID: 5854

Project Title: Masonic Ave Complete Streets

Sponsor: SFMTA

Description: San Francisco: Masonic Ave from Fell St to Geary Blvd: Implement complete streets improvements including: remove two lanes used for vehicles only at peak periods, add dedicated bicycle space, repave, and install pedestrian enhancements

Expanded Description: This project will increase safety and accessibility for all modes of travel on Masonic Avenue, from Fell Street to Geary Boulevard. Construct a complete streets project, including: reallocation of space to calm traffic, dedicated bicycle space, repaving, and pedestrian enhancements, such as median islands, bus boarding islands, and sidewalk landscaping.

Conformity Issue

The project above includes the removal of one lane in each direction that are used for vehicular travel during peak times and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The ADT for this segment of Masonic Ave is approximately 32,000, significantly greater than 20,000 vehicles. However, since the two lanes that are being removed are used for parking during most of the day and are only open to vehicular travel for a couple hours each day, they are not currently included in the regional travel model as vehicular travel lanes. Therefore, the removal of the lanes would not affect the regional travel model or regional conformity analysis.

Road Diets with ADT below 20,000

Project Descriptions

1. TIP ID: ALA130014

Project Title: 7th St West Oakland Transit Village, Phase II

Sponsor: City of Oakland

Description: In Oakland: On 7th Street between Wood Street and Peralta Street. Project includes road diet, bicycle lanes, sidewalk enhancement, and pedestrian amenities.

Expanded Description: In Oakland: On 7th Street between Wood Street and Peralta Street. The Project extends for three blocks along 7th from Wood to Peralta in West Oakland. The project employs a range of multi-modal improvements near BART, including a road diet, which enables safer access for pedestrians, bicyclists, transit riders, and automobiles. Currently, 7th Street contains four lanes of traffic, two west-bound and two east-bound; it will be converted to one lane in each direction located south of the BART track support columns and a one-way local street located north of the columns. Class II bike lanes are

included in the project. Two AC Transit bus stops will be consolidated into one, in front of the post office facility, which is situated along the south side of the street. The traffic signal at 7th and Wood will be optimized. In terms of pedestrian amenities, the streetscape project includes new sidewalks, ADA-accessible curb ramps, corner bulb-outs, lighting, landscaping, and bike rack. The project's commemorative sidewalk plaques and restriping of parking spaces will be funded by local fund sources.

2. TIP ID: ALA130015

Project Title: Lake Merritt BART Bikeways

Sponsor: City of Oakland

Description: In Oakland: Various Streets near the Lake Merritt BART Station: Implement road diets, install high quality bikeways and curb ramps, and resurface the street

Expanded Description: Implement road diets and install bikeways on various streets serving the Lake Merritt BART Station, including: Madison Street from 19th Street to 2nd Street (one-way, 3 lanes to 2); Oak Street from Embarcadero to 14th Street (bi-directional, 2 lanes to 1 for 0.1 miles and one-way 4 lanes to 3 for 0.5 miles); 8th Street from Fallon Street to Harrison Street (one-way, 4 lanes to 3); 9th Street from Harrison Street to Fallon Street (one-way, 4 lanes to 3); and 10th Street from Madison Street to Oak Street (bi-directional, 2 lanes to 1). The project includes the resurfacing of key roadway segments with severe deterioration in order to provide a path of travel that is safe for and supportive of bicycling. All curb ramps in the paving area will be upgraded to current standards. Travel lanes will be removed to create space for the bicycle lanes.

3. TIP ID: ALA130017

Project Title: Oakland - Peralta and MLK Blvd Streetscape Phase I

Sponsor: City of Oakland

Description: In Oakland: Peralta St from 3rd St to 36th St and MLK Jr. Blvd. from West Grand to 40th St: Phase 1 components include bike lanes and racks, street lights, landscaping, new sidewalks and pedestrian amenities. Implement Road Diet on MLK Blvd segment

Expanded Description: In West Oakland, on Peralta Street, from 3rd to 36th Streets and on MLK Jr. Way from West Grand to 40th Street. Phase 1 components include 1) Peralta from 7th to 36th Streets: striping for bike lanes 2) Peralta from 7th to 10th: new sidewalks, bulbouts, relocated bus stops at 8th and 10th Streets, improved crosswalks, streets lights, ADA curb ramps, new trees, bike racks and pedestrian fixtures; 3) Peralta from 32nd to Haven: reconfiguration of the acute intersection at Union to create a pedestrian plaza, a bulbout at 32nd, new sidewalks, lighting trees and pedestrian amenities; 4) on MLK Jr. Blvd from West Grand to 40th, a road diet to one thru lane in each direction with a center turn lane, including a Class II bike lane, and 5) On MLK Jr. Blvd. from 32nd to 35th Street, new sidewalks, bulbouts, bus stop relocation, cobbled medians, improved crosswalks, street lights, ADA curb ramps, new trees, bike racks and pedestrian fixtures.

4. TIP ID: CC-130005

Project Title: Golf Club Rd Roundabout and Bike/Ped Improvements

Sponsor: City of Pleasant Hill

Description: Pleasant Hill: Golf Club Rd from CC Canal Regional Trail to east of Old Quarry Rd, Old Quarry Rd from Golf Club Rd to Chilpancingo Pkwy: Install bike/ped improvements, construct roundabout, and rehab pavement; conduct Road diet along Old Quarry Road segment

Expanded Description: Narrow existing median island along Golf Club Road to accommodate new bike lane, install new sidewalk along DVC campus frontage along Golf Club Road. New traffic signal at Golf Club Road/Stubbs Road and Golf Club Road/Old Quarry Road. Road diet along Old Quarry Road to incorporate one lane each direction, new median island, and bike lanes. New roundabout at Old Quarry Road/Camelback Road intersection.

5. TIP ID: CC-130006

Project Title: Concord BART Station Bike/Ped Access Improvements

Sponsor: City of Concord

Description: Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1 mi), and improvements at three un-signalized crosswalks

Expanded Description: Concord Boulevard travels toward downtown and Clayton Road travels away from downtown. Green skip-stripe pavement would be used in bike-auto conflict zones. On Grant Street between Concord Boulevard and Oak Street, the project would add Class II bike lanes connecting to existing short-term and long-term bicycle parking at the BART plaza, as well as to Todos Santos Plaza. The unsignalized intersection of Grant Street/Oak Street, adjacent to the BART station area, would be converted to a raised intersection with stop control to control traffic in a priority walking, biking and transit area as well as to meet existing pedestrian desire lines. The existing signal at Grant Street/Clayton Road will be modified to include protected southbound left-turn phasing. The existing high-visibility crosswalks at Oakland Avenue/Prospect Street and Oakland Avenue/Atlantic Street would be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). Mt. Diablo Street from Oakland Avenue to the BART Bus Access Roadway would be a Class III route with sharrows to direct bicyclists from the Class I path paralleling Mesa Street to the bike path parallel to the BART Bus Access road, connecting to the BART bike parking area. Road Diet Segments: Clayton Rd from Galindo St to Grant St (5 lanes to 4), Concord Blvd from Grant St to Galindo St (5 to 4), Grant St from Park St to Concord Blvd (4 to 3), Grant St from Concord Blvd to Willow Pass Rd (3 to 2), Oakland Ave from Mt. Diablo St to Prospect St (3 to 2), Oakland Ave from Prospect St to near Clayton Rd (4 to 3), Oakland Ave near Clayton Rd (5 to 4)

6. TIP ID: SCL130015

Project Title: Mountain View Castro Street Complete Streets

Sponsor: City of Mountain View

Description: In the City of Mountain View: On Castro St between El Camino Real and Miramonte Ave: Implement complete street and road diet

Expanded Description: In the City of Mountain View: Implement complete street and "road diet" on Castro Street between El Camino Real and Miramonte Avenue. Castro Street is a residential commercial arterial connecting downtown and El Camino Real with the residential neighborhoods south of El Camino Real and its intersection with Miramonte Avenue further south. This segment of Castro Street runs in front of Graham Middle School and is heavily used by vehicles and students walking and biking to school. The project would be a Complete Streets project by reducing vehicular traffic lanes from four to two, add bike lanes in both directions, construct bulb-outs and high visibility cross-walks with in-roadway

warning lights, and make other improvements to reduce traffic speed and encourage biking and walking to school.

7. FMS ID: 5855

Project Title: Mansell Corridor Complete Streets

Sponsor: SFMTA

Description: San Francisco: Mansell Ave from University to Brazil and Persia St from Brazil to Dublin: Implement complete streets improvements, including reduced, separated and relocated vehicular lanes, and bike/ped enhancements

Expanded Description: This project will address pedestrian and bicycle access issues and calm traffic on the Mansell Street Corridor (project limits include: Mansell Avenue from University to Brazil, and Persia Street from Brazil to Dublin). Design and construct a complete streets project, including: reduced, separated and relocated vehicular lanes, a multiuse path, sidewalks, raised crosswalks, flashing beacons, bulbouts, bicycle facilities, street lighting, and repaving.

8. FMS ID: 5813

Project Title: SF-Second Street Improvement Project

Sponsor: SF DPW

Description: In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend

Expanded Description: In San Francisco: On Second Street between Market and King; Design and construct a complete streets project, including pedestrian safety improvements, bicycle facilities, landscaping, street furnishings, and repaving.

9. FMS ID: 5842

Project Title: Carolan Ave Complete Streets and Road Diet

Sponsor: Burlingame

Description: Burlingame: Carolan Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection bulb-outs.

Expanded Description: Burlingame: Carolan Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection bulb-outs. Existing handicap access ramps will also be updated, and new ramps will be constructed where none were before. The project will also update and enhance the marked pedestrian crosswalk at Carolan Avenue and Morrell Avenue. The project also includes construction of bulb-out curbs at each intersection along Carolan Avenue, with proper and appropriate storm drainage facilities at each bulb-out location. The bulb-out landscaping will utilize sustainable green landscaping concepts, such as use of native plants and bio-swales.

Conformity Issue

The projects above are road diet projects and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the projects have traffic volumes under 20,000 ADT and are not regionally significant; therefore they would not be modeled for conformity at the regional level.